

**Figure 4-19: Airport Vision Alternatives**

Activity Focus	Description	RAAC Recommendations /Comments
<ul style="list-style-type: none"> <li><i>Total Recreational Emphasis</i></li> </ul>	<ul style="list-style-type: none"> <li>Elements could include: Glider towing, parachute jumping, Ultralights (these are lightweight recreational aircraft requiring a different, less onerous, pilot license), ballooning and aerobatics. (Example: Harvey Field near Snohomish, WA)</li> <li>Incompatible with Boeing activity and the region's aviation needs.</li> <li>Would not accommodate the airport's existing corporate and charter and air taxi tenants.</li> </ul>	Not feasible because of Sea-Tac/Boeing Field airspace restrictions.
<ul style="list-style-type: none"> <li><i>Residential Airpark Emphasis</i></li> </ul>	<ul style="list-style-type: none"> <li>Nationwide, some airports, usually privately developed, are focused on private general aviation flying. The analogy is a golf course community. The runway is owned by all members and each has a house site and personal aircraft hangar on the field. Examples locally include Crest Airpark in Kent, and the airport in Spanaway.</li> <li>Incompatible with Boeing activity and the region's aviation needs.</li> <li>Such an emphasis would gradually phase out all commercial and business activity.</li> <li>The airport deed and grant assurances would make such an approach difficult if not impossible.</li> </ul>	Rule out.
<ul style="list-style-type: none"> <li><i>Cargo Emphasis</i></li> </ul>	<ul style="list-style-type: none"> <li>The region is extremely short of cargo facilities at its airports. Sea-Tac is running out of space; Boeing Field likewise.</li> <li>Cargo operators might seek to utilize Renton as they did in the aftermath of the earthquake when Boeing Field was closed.</li> <li>Limiting factors are runway length, airspace constraints and (unless the Boeing property east of the Cedar River becomes available) the lack of space for the construction of warehouse and parcel sorting facilities.</li> <li>This scenario would increase the number of large (and noisy) jet operations and likely lead to a dramatic increase in night and early morning flights.</li> <li>Forgoing this scenario does not preclude occasional air cargo deliveries to Renton, similar to what occur now.</li> </ul>	Rule out; the existing runway is short for cargo operations and there would be a significant noise impact in particular during the night.

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<ul style="list-style-type: none"> <li><i>Commercial Service Emphasis</i></li> </ul>	<p>Scheduled flights are unlikely at Renton for the following reasons:</p> <ul style="list-style-type: none"> <li>It is only 4 miles from Sea-Tac and could not house the same variety of destination as the airlines based at sea-Tac;</li> <li>Most scheduled flights require longer runway lengths;</li> <li>Airspace constraints;</li> <li>Lack of passenger terminal or passenger amenities;</li> <li>There is little or no suitable land area for the development of passenger facilities or parking; and</li> <li>Airlines do not like “split operations”.</li> </ul> <p>Ruling out a Commercial Service emphasis does not preclude air taxi operations and charters; it just discourages scheduled services.</p>	<p>Rule out.</p>
<ul style="list-style-type: none"> <li><i>Same as Today: Mix n’ Match</i></li> </ul>	<ul style="list-style-type: none"> <li>Boeing continues to be the major tenant occupying over 50% of the available land area, although its flight operations are very few as a percentage of all activity.</li> <li>The remaining airport use is a mix of general aviation activities, including business and instructional/recreational flying. Most aircraft using the airport are small single and twin-piston aircraft, with only a small number of business jets and helicopters in the mix. Apart from Boeing, there are no large jets using the airport. The aviation-related businesses on the airport minimally provide services that support the existing mix of aircraft.</li> <li>Renton has been noted as having very poor public and customer services as compared with other west coast airports in its size range. Better services and amenities could increase airport revenues. Facilities that have been identified as needed include: Briefing rooms; Customs building, easily accessed public bathrooms, rental car site, Fixed Base Operator (FBO) / pilot lounges, longer hours of fuel and FBO availability; full-service FBOs.</li> <li>There is a concern that higher aesthetic and visual standards should be a goal for the airport as today it presents a rundown appearance.</li> <li>The recreational component is also served by the seaplane base at the northern end of the field, technically a separate airport but also run by the City.</li> </ul>	<p>Consider, together with improved amenities and aesthetics as long as these do not unduly increase aviation traffic.</p>

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<ul style="list-style-type: none"> <li><i>Large-scale Aviation Manufacturing Emphasis</i></li> </ul>	<ul style="list-style-type: none"> <li>Boeing is deciding where to build the Sonic Cruiser and Renton is a possible location. Boeing is also exploring new lines of business that will need siting.</li> <li>Thus, it is assumed under this scenario that Boeing will seek to continue their lease after 2010 and to increase their leasehold on the field.</li> <li>The question would remain open as to whether Boeing should move to the west side of the field as was depicted in the Master Plan.</li> <li>Such a trend would enhance the airport's existing mission and continue to support a sound base for manufacturing jobs in Renton.</li> <li>Having Boeing continue could mean Boeing utilities provision continues as at present.</li> <li>Increased Boeing land usage at the field would reduce the space available for general aviation.</li> </ul>	Consider.
<ul style="list-style-type: none"> <li><i>Seaplane Base Emphasis</i></li> </ul>	<ul style="list-style-type: none"> <li>The public seaplane base at Renton is one of the few seaplane bases—and the only major publicly operated one—in the region and serves a growing market.</li> <li>While only the northern end of the field lends itself best to seaplane operations, the availability of tow-vehicles means that any site on the field could be a seaplane operation.</li> <li>Seaplane operations are daylight hours only, reducing the duration of noisy flights. [Note: Most seaplane noise complaints are not from Renton residents]. Volumes of activity may vary with costs, insurance availability and other factors.</li> <li>Increased emphasis on seaplane operations would require improvements to the launching ramp area and the development of a seaplane-oriented FBO with a customs facility on the restaurant parcel.</li> <li>Increased seaplane operations are not incompatible with the existing activity focus.</li> </ul>	Consider.
<ul style="list-style-type: none"> <li><i>Private Pilot Emphasis</i></li> </ul>	<ul style="list-style-type: none"> <li>The focus is more on accommodating private flying than on business and commercial operations.</li> <li>This would likely entail an increase in the number of T-hangars on the airport as opposed to tie-downs.</li> </ul>	Consider.

Source: Hanson Professional Services, Inc.